80cc motorized bicycle manual

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Book Descriptions:

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This kit will fit many bikes sold in your local bike shops.Cut one of them and only one. Cut only between the drilled holes. STEP 2 Place the cut one inside of the spokes. STEP 3 Place the other packer on the outside of the spokes. STEP 4 Thread the nine bolts through the sprocket and use the half moon backing plates on the inside. Tighten all nine bolts moving across in a star fashion and a little at a time to allow for an even pull down. Once the sprocket is tight spin the wheel and check that the sprocket runs true. Deviation can be no more than 1.5mm both ways. Any sidetoside excess deviation can be corrected by spinning the wheel and then tightening the sprocket where needed in order to get correct alignment. Make sure bolts are tight. Notice that concavity or indentation of teeth of the rear sprocket is inward towards spokes. This helps keep the chain closer to the inside of the wheel and spokes and allows for better clearance of the rear stays of the bicycle frame. Add Tip Ask Question Comment Download Step 2 MOUNTING ENGINE TO FRAME STEP 1 Mount the engine into the frame. This is the front motor mount. Some bikes have a large diameter lower bar and some need clearance for the air box intake so you need to use the parts provided in the kit. Use spacer provided with the kit spacer bar is not included in the some kit. This spacer normally would require the drilling of a hole in the frame to bolt the centre of the spacer through shown below. I prefer the method shown, which is to pull the studs and replace them with longer ones threaded rod that you can get at the local hardware store. Then, you can use the steel motor mount clamp that came with the kit and not have to drill a hole in your frame. Then cut the excess off. My bike had an ovoid shaped lower bar about 50mm across. I used this method. STEP 2 if needed Always mount air intake with inlets down!!
Always!!http://fibreglassspecialists.co.nz/upload/editor/calculus-larson-9th-solution-manual-pdf.xml

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If you need to, you can put the air box on a grinder and cut down on the inlet tubes a little to make sure they clear the frame. If you use the spacer on the front motor mount, usually this is enough to clear. Also, you may need to file down any water bottle screw mounts if they protrude and are in the way of a motor mount. Add Tip Ask Question Comment Download Step 3 FITTING CONTROLS STEP 1 Lightly grease right side handle bar end. Slide throttle on all the way and then back it off a hair and then tighten it down evenly. Do not over torque the screws. If you get real ambitious, unload cable from carb slide and from throttle end and clean up the fiber plastic and lube the cable sheath and re assemble. STEP 2 Mount the clutch lever. STEP 3 Screw in the fuel valve filter combo into the tank and then mount the tank. Tip.Wrap top frame tube with bar wrap where tank clamps are. Also.If you have cable runs on the top bar that are open cables, you may need to run them through cable sheath the length of the tank in order for them to work once tank is clamped over them. Apply plumbers tape to thread if leaking. STEP 4 Mount your Coil. Tip.Use 2 high quality cable zip ties. Go up and over and around the coil and zip tie it to the frame. Loop one zip tie up and over and also through the holes that would normally have the screws going through them. This is a better method than using the screws that come with the kit. You will have a more solid mount and not break the coil. The white wire is generator and has a max output of.5A 7.5V. Anything that draws more current connected to the white wire will kill the motor. Add Tip Ask Question Comment Download Step 4 FITTING CONTROLS continued STEP 1 Remove the 3 screws from Counter shaft side cover and also remove spark plug. Remove clip from master link of chain and then thread chain up and over counter shaft sprocket by rotating the sprocket using tool. Having the spark plug removed allows

engine to be turned easily to thread
chain.http://scro.ru/pic/calculus-salas-10th-edition-solutions-manual-download.xml

Tip.Since you have this cover off, Hold clutch arm and rotate cover and pull clutch arm out of cover and then grease it and rotate it back in. STEP 2 Put some molly grease on the shaft and in the hole. STEP 3 Cut chain to length and using master link put chain back together. Do not cut chain too short !! Install Idler pulley. Make sure you grease the plastic wheel metal shaft. Do not over tighten chain. Install chain guard. Use some tin snips to cut cover at the rear if needed.Use a good zip tie at the rear and the extra long bolt for the counter shaft cover will hold the front. STEP 4 Install exhaust pipe. If you need to bend the pipe some so it will not hit the frame or bolts, clamp the pipe into wood blocks and bend. Do not bend exhaust mounted to engine. If you do.You will not bend the exhaust, you will break the motor!! Exhaust pipe is very strong. Much stronger than the 2 mounting studs on the motor. STEP 5 Mount the carburetor. Check the other screws including the brass fuel inlet screw for tightness.Typically they need some slight turning. Once the carb is on and tight.You are ready to connect the tank line to carb. Tip.Get and inline fuel filter. Even though the fuel petcock has a screen filter, it is porous and allows sediment through. A high quality inline fuel filter with paper element is a super way to go and to keep fine particulate out of the carb and the engine running fantastic and like new. Well.Install is done.Mix your oil with the petrol before adding to tank.Fuel up the bike.And.go baby go !!!!! Enjoy!!! Ahh.do not get too excited.This is a new motor and you need to take it easy for the first 500 kilometers or so.Oh well.the price of owning a new engine.You have to run it in.But.That is fun too.Enjoy!!!!

Add Tip Ask Question Comment Download Step 5 CARBURETOR INSTALLATION STEP 1 Remove carb cap and lay out all the parts STEP 2 Place needle into center of carb slide and then put flat washer with groove on top of needle making sure you have the groove lined up with the groove in the carb slide STEP 3 Install cable to plastic grip first, then thread this end through the carb cap and through the spring STEP 4 Compress spring and load cable into the end of the slide. Once you have it started, put the entire length of the cable into the slide, once you have done that, release the spring to the inside of the carb slide allowing the spring to push onto the flat washer and thus holding the needle down. Add Tip Ask Question Comment Download Step 6 MAINTENANCE ROUTINE 1. Clutch a Remove right side cover from engine.Wash element with a degreasing agent. Be sure element is completely dry before reassembly. 3. Spark Plug Remove spark plug and inspect for excess carbon build up. Clean, regap to.6mm .7mm if necessary. Check plug after every 20 hours of operation. A suitable replacement plug is NGK BP6L if you can find it. Otherwise, go for the NGK B6L. The NGK R7HS is also recommended for better performance and smoother idling. 4. Exhaust system After 20 hours of operation check exhaust pipe for excessive oil and carbon buildup. Be sure to use supplied support strap to secure exhaust muffler to a solid anchor point on bike frame or engine.A two piece cylinder and head design engine requires head bolts be kept tight. Important Check head bolts before each and every ride, vibration can cause them to loosen and blow a head gasket. Caution Do not over torque or head bolts may break off. 7. Right side gears Remove cover plate and keep small amount of heavy grease on gear train. Do not over grease as leaks will occur and also may adversely affect clutch operation. Regular greasing if required will help reduce gear wear and keep gear train quiet.

http://www.drupalitalia.org/node/77807

Add Tip Ask Question Comment Download Step 7 General Information Obey all traffic regulations. Always wear an approved helmet whilst riding. Remember that you are riding a motorized bicycle and other traffic may not be able to see you. Never operate your motorized bicycle on a pedestrian thoroughfare or pathway whilst the engine is operating. Never operate your motorized bicycle in an unsafe manner. Check local and state laws before riding on streets. WARNING! ALWAYS wear a helmet whilst riding. During the first 500km breakin period, the ratio for engine is 16 parts petrol to

1 part highgrade 2 stroke motorcycle oil 65ml Penrite 2 stroke motor oil to 1 litre of 91 octane unleaded petrol. After the breakin period, the ratio is increased to 20 parts petrol to 1 part oil50ml Penrite 2 stroke motor oil to 1 litre of 91 octane unleaded petrol. Be sure to mix fuel and oil before adding to tank dont add separately. WARNING Remember safety first Wipe up any spilt fuel. NEVER refuel a hot engine or smoke whilst refueling. This could result in fire and personal injury. Always move your motorised bike at least 3 metres from any refueling area before attempting to start it. Never leave the tank fuel cap off after refueling as rain water could contaminate the fuel and cause engine failure. 1. Open the fuel valve. Small lever pointed down with fuel line is in the open position. 2. Depress the small round cap plunger tickle button, to prime carburetor. One or two times is enough. 3. Lift choke lever to the upward position. This is the small lever on the right side of the carburetor. All the way up the choke is on. All the way down the choke is off. Move progressively downward to off position during engine warm up period. 4. Pull the handlebar clutch lever inward, to disengage the engine from the rear wheel. 5. Pedal down hill if possible for first start. 6. Let out the clutch lever all the way out and continuing to pedal.

The result is a direct engine hook up with the rear wheel via chain and sprocket and the engine will now start spinning, Pedal until motor starts. Accelerate slowly at first. 7. Twist throttle to increase speed, reverse twist throttle to decrease speed. To stop, disengage clutch and apply brakes. To accelerate, pedal and release clutch whilst opening throttle. 8. Adjust choke to the smoothest engine running position. 9. After warm up push choke lever all the way down.Engine will develop more power after break in. 11. To stop the engine, push Kill switch and turn off gas valve at tank. Turning off the gas will prevent fuel from being siphoned from tank. Add Tip Ask Question Comment Download Participated in the Instructables Design Competition View Contest Share it with us! I Made It! Recommendations How to Build an Outdoor Lounge Chair My bike is a huffy cruiser coaster breaks so i cant use both spacers.There are a lot of generalities and lacking details. There isnt much info on how to install the throttle cable to the throttle grip. Where is the info on how to install the throttle controls to the grip 0 MANIS39 Also its supposed to have a mirror on a specific side and a headlight with a dipped diffusion patturn. Driving without insurance attracts a chunky fine and other nastiness from the law.Brest advice is to just keep up on the maintenance.I seized 2 in 2 weeks after stupidly under oiling the fuel. 0 NRG4UandMe You need to stay on top of it thought. Check all that maintenance stuff, doublenut your connections when you can and locktite when you cant. Always keep the tools with you to do a complete tear down and rebuild, and always wear a helmet. 0 yeeeeeap It was so cheap, that the motor literally fell apart. All the taps for the holes in the crankcase stripped out, and there was even a casting flaw where there was a big hole in the crankcase. Ran like garbage, was unbalanced, extremely loud due to cheap aluminum case, and never idled right. Didnt even get 70 MPG.

Be oldfashoned. build your own motorbike. Stay away from this China garbage. More Comments Post Comment Categories Circuits. Please upgrade your browser or activate Google Chrome Frame to improve your experience. You might find this video useful because of the fact that you can pause it and rewind it at your leisure while online. Many “do itA love of bicycles and small engines is theSchwinn SS cruiser or Trek Cruiser with coaster brakes are reported on the. Internet to work well. A rewarding joyRemember, a quality installation isHave fun and good luck on your motorizedIt is suggested that the engine be mountedSee figure 1. Additional spacers maybe required dependingThis also helps reduce engine vibration.Lock nuts and or use of Loctite isNote All threads on hardware nuts and bolts areThe sprocket must fit over the hub in aThis is best done on a engine lathe by aApplying thread adhesive and equal tightening ofWith bike upside down spin wheel and checkInstall the split steel retainer plates next to the rubberSecure with 9 bolts compressing the

chain sprocket to the spokes.Engine. Installation for 36 spoke wheels Proper length is when top side of If both chains can be made to have equal CD ignition coil on bike frame, close enough to attach coil wire to sparkCD ignition coil wires to same identical color coded wires coming from engine. Engine Kill Switch on the handlebar or use kill switch on left hand grip. Only one is needed, but 2 are supplied. Attach kill switch wire to white wire comingThe only alternate non recommended way of killing the engine isHandlebar clutch lever must be in the released or outward position to completeReadjust ifIn turn the clutch arm pushes a rod through the motorThe spring thenMount carburetor as level asUse Teflon tape to seal threads. Careful not to strip threads. You have done a really nice job on the instructions. On page 2 bottom of theMost wheels only need one rubber spacer on the inside ofRelease clutch lever and check for slight.

Readjust if required. Then reinstall small locking screw. Then replace cover. Clean, regap to.028.034 of an inch if necessary. Check plug after every 20 hours of operation. New spark plugs are available from yourA two piece cylinder and head design engineRegular greasing if required will helpAlways wear a helmet while riding. Remember that you are riding a motorized bicycle and otherCheck local and state laws before riding on streets. WARNING! ALWAYS wear a helmetOil Mixture for Fuel ratio During the breakin period 1 st gallon ofBreak in ratio for 80cc is 20 to 1. AfterNEVER fuel a hot engine or smoke whileAlways move your motorized bike at least 10Never leave the tankSmall lever pointed down with fuel line is in the open position. This is the small lever on the right side ofAccelerate slowly at first. To accelerate, pedal and releaseWarning Note Never leave the tank gas valve in “open”For customer assuranceOnly the defective part or parts should beParts Depot in Sacrameto,CA. Thank for your selection ofIt will accept our engine perfectly with no. Please try again.In order to navigate out of this carousel, please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel, please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Exclusive access to cleaning, safety, and health supplies. Create a free business account to purchase Please try your search again later.You can edit your question or post anyway.Please contact us by email to get the instructions for installation. Thank you. To calculate the overall star rating and percentage breakdown by star, we don’t use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. The set screws stripped. And I mean evey one of them. Spent quite a bit of time extracting those.

Also did quite a bit of filing just to get the plates to go on my motor. And all of the fasteners are not only garbage. But are the wrong size all around. This doesnt even mention the absolute crap crankshaft. The chain ring and free gear are decent. But other that that. Be prepared to replace anything with threads in this kit.Sorry, we failed to record your vote. Please try again Do not buy!! The chain breaks and the parts are so cheap!Sorry, we failed to record your vote. Please try again Thumbs up northtiger. Boo mankind for gettin dumb instead of evolveSorry, we failed to record your vote. Please try again Unless you know what your doing it s not worth your time.Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again. We import such a large quantity of engine kits that we are now supporting other customers who purchased their bicycle engine kits from others. Note If you do not see the bike motor parts you need just call us at 8773543733 Monday Friday by 330PM PST. Since it always retains both pedals and a discrete connected drive for riderpowered propulsion, the motorised bicycle is in technical terms a true bicycle, albeit a powerassisted one. However, for purposes of governmental licensing and registration requirements, the type may be legally defined as a motor vehicle, motorbike, moped, or a separate class of hybrid vehicle. Most motorized bicycles are based or derived from standard generalpurpose bicycle frame designs and technologies, although exceptions abound. In addition, modifications to a standard bicycle frame to support motorization may be extensive.In a

day when gasoline engine and transmission designs were in their infancy, and powertoweight ratios were low, a dualpurpose propulsion system seemed particularly advantageous.

As time went on, pedal propulsion was increasingly replaced by constant use of a two or fourstroke gasoline engine. Nevertheless, the concept of using motor assist for the ordinary bicycle has persisted, and the concept has periodically resurfaced over the years, particularly in times of austerity or fuel shortages.Some motorized bicycles are powerful enough to be selfpropelled, without use of the pedals. A development of the motorized bicycle is the moped, which commonly has only a vestigial pedal drive fitted primarily to satisfy legal requirements, and suitable only for starting the engine or for emergency use. The alternate design philosophy to the moped is the socalled motorassist or pedalassist bicycle. These machines utilize the pedals as the dominant form of propulsion, with the motor used only to give extra assistance when needed for hills or long journeys.Note the radial engine built into the back wheel. A 1948 American Flyer Whizzer Powered Motor Bike on display in the Martin Auto Museum For history of the electric bicycle, see Electric bicycle. By 1888 John Dunlop s pneumatic tire and the chain drive made possible the safety bicycle, giving the bicycle its modern form.After forming the Thomas Motor Company, he began selling complete motorassisted bicycles under the name AutoBi.They produced lightweight clipon engines that mounted below the front down tube, specifically for Minerva bicycles, but also available in kit form suitable for almost any bicycle. The engine drove a belt turning a large gear wheel attached to the opposite side of the rear wheel as the chain.These new motorbike frame designs soon incorporated a new riding position that no longer centered the rider over the pedals, but instead moved the riders feet forward, where they rested on pegs or platforms. The new riding position was designed to increase rider comfort and control when using the motor for propulsion, and soon owners began relying on the gasoline motor for all but emergency use.

Front suspension and on some machines rear suspension increased control at high speeds. By 1915, some manufacturers were omitting pedal propulsion entirely, resulting in the introduction of the first true modern motorcycle.Many years later, manufacturers would reintroduce this concept as the moped, a small motorcycle fitted with pedals that can be used as a starting aid but which cannot, practically, be ridden under pedal power alone.The Cyclemaster, which was a hub motor that could be fitted to an ordinary bike, started at 25 cc painted black, but later the size went up to 32 cc painted grey.An Italian manufacturer, Vincenti Piatti, designed a 50 cc engine for driving portable lathes and this was also used to power a bicycle frame in the form of the Mini Motore. Piatti later licensed the design to Trojan for production in Britain as the Trojan Minimotor. In 1946, production of the very successful French VELOSOLEX commenced, continuing until 1988. The VeloSoleX was a massproduced motorized bicycle that used a tire roller friction drive to the front wheel. After French production ceased, the VELOSOLEX continued to be produced in China and Hungary. An inwheel gasoline engine was used on the Honda P50 moped, which ceased production in 1968. The velomoteur and motor scooter enjoyed a second renaissance in the 1960s and 1970s as a new generation of youth discovered they could ride a motorized vehicle without need of a drivers license. Other countries had relaxed licensing requirements, e.g. lower age limits for motorized bicycles, which increased their popularity.It achieves approximately a half million per year at the later 70s. As to technical level, it was analogous to preWW2 German models, with minimal changes made to later 80s. It was destined for clipping into a classic twindiamond bike frame.Mopeds had been produced for years in France and Italy, but were largely unknown in other countries.

The mopeds surge in popularity was motivated by the arrival of new machines produced in Japan by Honda, Yamaha, and other manufacturers, which could be operated without a drivers license and with a minimum of effort to meet existing regulation by the authorities. The new moped designs were really lowpowered motorcycles, equipped with pedals largely to meet legal requirements. Most could be pedaled only with difficulty over short distances on level ground.With the development of

new, lighter, and more powerful batteries, electric motors for power assist are increasingly popular, often using hub motors to facilitate aftermarket conversions. Converting bicycles or tricycles has proven useful for some people with physical disabilities such as knee injury or arthritis.However, production continues in China and has restarted in France. In the United States, Velosolex America markets the VELOSOLEX worldwide.These include both fourstroke and twostroke gasoline engine designs. Among these, Golden Eagle Bike Engines currently produces a rearengine rackmounted kit using a belt to drive the rear wheel. StatonInc., a motorized bicycle manufacturer of long standing, also uses a rackmount with either a tire rollermount friction drive or a chaindriven, geared transmission. Other manufacturers produce kits using small two or fourstroke gas engines mounted in the central portion of the bicycle frame, and incorporating various types of belt or chaindriven transmissions and final drives. Some of these brands include Jiangdu Flying Horse Gasoline Engine Factory Ltd., EZ Motorbike Company, Inc., Mega Motors Inc., and Grubee Inc.Electrically powered bicycles use batteries, which have a limited capacity and thus a limited range, particularly when large amounts of power are utilized. This design limitation means that the use of the electric motor as an assist to pedal propulsion is more emphasized than is the case with an internal combustion engine.

While costly, new types of lithium batteries along with electronic controls now offer users increased power and range while reducing overall weight. Newer electric motor bicycle designs are gaining increasing acceptance, particularly in countries where increasing traffic congestion, aging populations, and concern for the environment have stimulated development and usage.Queensland, New South Wales and South Australia have banned the use of ICE motorized bicycles. The ban, introduced on 1 October 2014, includes bicycles thatMotorized bicycles using an internal combustion engine under 100 cc are generally legally indistinguishable from a bicycle on public roads.Under French law, no person under 14 years of age may operate a gaspowered motorized bicycle defined as a bicycle with a gasoline motor under 50 cc displacement, and capable of a maximum speed of 45 kilometres per hour 28 mph. All velomotos or motorbikes must be registered, and all riders without a full driving license must pass a test and receive a certificate Brevet de Securite Routiere, or BSR consisting of written exam and five hours of practical training, four and a half of which must be on public roads, with a driving school. All operators must carry thirdparty insurance and wear helmets, and a metal license tab with the owners name Plaque de nom must be attached to the handlebars. Motorized bicycles are not permitted on French motorways, and riders must use cycle paths where provided.To ride one, you have to be at least 16 years old, have a license and wear a helmet. All riders without a full driving license for cars or motorcycles must pass a written test and go through oneday practical training in a driving school. It can be ridden by persons age 18 or over who have a full driving license for motorcycles who have had longterm training and have sat a driving exam in a driving school. Hence, a regular bicycle to which an engine or motor has been simply added is illegal.

Any other violations including parking violations in urban areas are severely enforced.Velomotors are not under register.Owners must obtain an ECtype Motorcycle Single Vehicle Type Approval Certification MSVA, and in order to obtain a DVLArequired insurance certificate, must provide proof from the original seller of the bicycle and engine that both the bicycle and the engine are new and unused.Some versions e.g., if capable of operating without pedaling of ebikes require a drivers license in some provinces and have age restrictions. Vehicle licenses and liability insurance are not required. Ebikes are required to follow the same traffic regulations as regular bicycles.Therefore, all laws for bicycles are applied to ebikes too. No license is required to drive them.Other restrictions are just the same as the one with internal combustion engines, where electric motor of 600 W by ICE 50 cc, motor of 1 kW by ICE 125 cc. In wellknown, Segways are regarded as motorcycles and ordinal electric bicycles with regular output motor are as motorized bicycles, so they are illegal, as they are, in Japan.Most still use small two stroke or four stroke IC engines.The downside of this system is that

often, the original wheel must be replaced for the wheel with the hub motor. Besides connecting the engine to a sprocket, the engine can also be connected directly to the crank.These engine kits were designed or marketed by both small and large companies, including Bike Bug, Tas Spitz, and even Sears, which sold the Free Spirit, and Little Devil engine kits. Most of these kits were designed to use lightweight, lowcost twostroke engines from Japanese manufacturers such as Tanaka. During the late 1990s, the arrival of inexpensive twostroke engines and chaindrive transmissions from mainland China, designed to mount to bicycle frames, helped spark a new wave of United States consumer interest in motorized bicycles.

Increasingly tighter United States emissions laws have made it more difficult for traditional twostroke engines to pass emissions requirements, though Tanaka Inc.Millions have been sold in Asia and Europe. Sales in the United States and Australia have increased sharply since the late 1990s.No largescale manufacture of any of these is known though jetpowered bicycles have been created by hobbyists, as seen in some homemade videos on websites such as Google Video and YouTube.Most electric bicycles are considered by some to be zeroemissions vehicles, as they emit no combustion byproducts. However, the environmental effects of electricity generation and power distribution from plants generating power from fossil fuels, as well as manufacturing and disposing of limited life high storage density batteries containing toxic materials must also be taken into account. Older two stroke engines, commonly use in motorized bicycles powered by internal combustion engines often emitted more pollution than automobiles due to partial combustion of oil included in the fuel, but this is not the case with fourstroke or newer 2 stroke motor designs.Retrieved 28 June 2007. Hoboken, New Jersey For Dummies, Wiley Publishing.Retrieved 19 April 2011. CS1 maint location link Vehicles standards information. 60 Denmark Street, Kew, 3101 Vehicle Safery Branch, vicroads. p. 4. Retrieved 20100925. CS1 maint location link Retrieved 20100925. Moby Dick Verlag, Kiel, 1997, ISBN 3895951234. By using this site, you agree to the Terms of Use and Privacy Policy. Our payment security system encrypts your information during transmission. We don’t share your credit card details with thirdparty sellers, and we don’t sell your information to others. Please try again.Please try again.Please try again later.Take a look at the parts list in our installation manual to see what we supply in this kit.Please try your search again later.